

~~SECRET~~ CONFIDENTIAL

CENTRAL INTELLIGENCE AGENCY

REPORT NO.

INFORMATION REPORT

CD NO.

COUNTRY Germany (Russian Zone)

DATE DISTR. 19 Sept. 1951

SUBJECT Shipbuilding in the DDR

NO. OF PAGES 3

PLACE
ACQUIRED

25X1A

REFERENCE COPY

NO. OF ENCLS.
(LISTED BELOW)

25X.1A

DATE OF
INFO.

NOT CIRCULATE
25X1X

SUPPLEMENT TO
REPORT NO.

1. The following table, drawn up by the Main Department for Shipbuilding (HV Schiffbau) of the DDR Ministry of Machine Construction lists the total production of the Department from 1 January 1951 to 30 April 1951 as a percentage of planned production.

Plan Number

46	13	110
46	13	130
46	13	140
46	13	400
46	13	610
46	13	620
46	13	990
21	18	990
21	19	200
23	99	190
26	12	190
39	91	330
47	13	110
47	13	120
49	99	300
81	11	110
81	15	000
39	95	180

Fishing seiners ☐ Declassified
Wooden cutters ☐ Class. Changed To: TS S
Fishing lugger ☐ Auth.: HR 70-2
Special boats ☐ Date: 10 AUG 1978
Sport boats
Lifeboats
Miscellaneous shipbuilding production
Parts for power units
Diesel motors
Appliances
Net winches
Ship repairs
Forged steel pieces
Castings
Lamps and lanterns
Coniferous lumber
Furniture
Subcontract work for shipbuilding

Document No.

No Change in Class.

☐ Declassified

Class. Changed To: TS S

Auth: HQ 70-2

Date: 10 AUG 1978

By: 026

2. Certain production deficiencies are noted below:

46 13 110

Seiner 558

Not approved by Acceptance Commission.

New delivery date set for 5 May 1991

46 13 130

Wood cutters

The assembly line production of the

140 wood cutters not yet begun. The

composition cutter production was 106 per cent of plan.

(Neptunwerft) Could not be delivered as capstan was defective. Expected delivery date 10-11 May 1951.

Approved For Release 2001/04/02 : CIA-RDP82-00457R008700010007-5

~~CONFIDENTIAL~~

[illegible]

- 2 -

46 13 140 Lugger 152

(Neptunwerft) Expected delivery date
7 May 1951.

3. Certain details on individual plants:

- a. Volkswerft Stralsund:
Reparations production: 100.0 per cent of plan
- b. Yachtwerft Berlin:
Reparations production: 106.3 per cent of plan
- c. Schiffswerft Wismar:
Reparations production: 87.2 per cent of plan

The following details are given on the status of reparations production at Wismar:

- Project Medvezni - The ship left Wismar harbor on 25 April 1951. Certain equipment still to be obtained from the West will be forwarded.
- Project Lensovvet (motorboat) - At present, cleaning, removal of rust, and minor repairs are being carried out. Equipment deliveries from Kobu* Berlin received. Latest reports are, however, that major alterations are to be ordered by Moscow.
- Project Kopratia (motorboat) - The final decision on the fire walls has not been made. Plans for the bilge system being drawn up.
- Project Derbent (tanker) - Fulfilled by 261 per cent.
- Project Vichegda - Anchor chains (REVA Weissenfels), gyro compass installation, trimming winches and winch motors (VEM) still missing. Drydock date not yet set, as Neptunwerft cannot receive ship until third quarter 1951. The sonograph unit (Westimport) still lacking.
- Project Kaliningrad - Surveying for working blue prints being conducted. Work on hull and main deck continuing. Work progressing according to schedule.
- Project Primorye - Two light generators (EKM), five air pumps (VEM) and 60 magnets for the fire control doors (VEM) still lacking.
- Project Vaga - The same status as the Vichegda except, for the sonograph unit.
- Project Pobeda - The work on the machine units is being held up pending receipt of the special contracts from the SCC.
- Project Alexander Moshaiski - The ship has been readied for the trip to Holland for the completion of the dock work. Only minor work being done at present.

- d. VVB Rostock:
Reparations production: 51.2 per cent of plan
- e. VVB Hochseeschiffbau:
Reparations production: 104.3 per cent of plan

The following details are given on the status of reparations production at VVB Hochseeschiffbau:

Project Mudjug (sic) - Clarification of project lacking.

- Project Sovietskaya Gavan - Difficulties were encountered in obtaining parts and materials, particularly insulating material. The ship left 21 April 1951 for Antwerp for dock work. Preparations are being made to have missing parts ready on her return from Antwerp.

~~SECRET~~

25X1A

CENTRAL INTELLIGENCE AGENCY

~~CONFIDENTIAL~~

- 3 -

- Project Adm. Nachimov - The ship has not yet arrived from the Soviet Union. She is expected in about four weeks. Planning is the only work undertaken so far.
- Project Larelia - The aft of the ship has to be raised because of the sticking of the after shaft. Two packings must be built in (Konstruktion Zederwall). New requests constantly being received. At present, work on the starboard and after hull being completed.
- Project Yakutis - Plans revised completely, hence only minor work has been completed.
- Project Yuri Dolgoruki - The work reports are being drawn up. The question of the turbine units has been settled. The ship is seaworthy and is going to Belgium.
- Project Lenkoran (motorboat) - A special fitting which holds the oil gauge had not arrived by 28 April 1951. Four Leitritz pumps have still not arrived and are holding up completion of the bilge system and pump room. Certain spare parts have been promised from Meier Selbsthilfe.
- Project Sov. Soyuz - The ship is now in Belgium. Preliminary work on machines is already being undertaken. Plans, drawn up by the Konstruktionsbüro Kopenick, are now being examined by the SCC, and will be sent to Moscow for final approval.
- Project Rus - Still lacking: Emergency power generator 100 Kw (West import), gyro-compass unit (West import), electrical equipment for the roll stabilizer (VEM), electrical equipment for the lifting cranes (VEM), four diesel motors for the lifeboats, sonograph unit (RFT), spare parts for the principal machines (MAN). The fire insulating plan was approved on 11 April 1951. The exterior construction and interior fitting is to be carried out in hydronalium. The first sheets of Hydronalium are to be finished by 20 May 1951 at Kombinat Bitterfeld, and are to be delivered to Hettstedt for polishing. The deadlines cannot be met. The lack of adequate blocks and tackle units (ten, seven and a half, and five tons) are a serious bottleneck at the shipyard. The lack of chains (West import) is holding up the block and tackle production at TEWA.

4. In the month of April 1951 there were 37,347 employees of the HV Schiffbau; of these 5,491 were women.

25X1A

* ~~CONFIDENTIAL~~ Comment: Probably Konstruktionsbüro.~~CONFIDENTIAL~~~~SECRET~~